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Hongkong Daily Press.

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[a1351]

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Hongkong, 1st September, 1910. [a43]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JANUARY 4TH, 1911.

When a Viceroy in China has once taken over the seals of office, he is not, we believe, permitted by the rules of service to leave the territory under his jurisdiction unless by Imperial command. Hence it is that Hongkong, though so close to the southern metropolis of China, is never favoured by a visit from the Viceroy of Canton while he is actually in office. In the past ten years, however, there have been many changes in the Viceregal Yamen at Canton, and the Government of Hongkong has therefore had many opportunities of offering a friendly welcome to such Viceroys as have called here en route to or from Canton. H.E. CHANG MING-KI, who was recently appointed Viceroy of the Two Kwang, arrived in Hongkong by the Pacific Mail Co's steamer *China*, yesterday en route to Canton and was received with honours befitting his rank. It is, we believe, the first occasion, for a very long while at least, that a Viceroy coming to Canton has travelled on a foreign-owned steamer. That His Excellency has ignored what has become a tradition in this respect, indicates what manner of man he is. He has been described to a newspaper reporter by his Private Secretary as a reformer and a staunch supporter of the new régime. His Excellency is quite a young man, being not more than thirty-six years of age.

Heretofore men under the age of fifty have not been deemed eligible for those high imposts. H.E. CHANG's selection for the post of Viceroy of the Two Kwang must therefore be regarded as a flattering tribute indeed to his ability. He is well-known in the provinces which are now under his jurisdiction, for as Treasurer and subsequently as Governor of the Province of Kwangsi, His Excellency earned for himself a reputation which augurs well for his successful direction of affairs in his more exalted position. In accordance with usual practice when such appointments are made, the Viceroy-elect has been to Peking to state his views and to receive the Throne's instructions. While His Excellency was at Peking he was in constant communication with the Two Kwangs by telegraph upon two questions which have been agitating the minds of the people considerably of late. These relate to foreign loans for railway construction and to the suppression of gambling, to both of which the Viceroy is known to be favourable. As Governor of Kwangsi, H.E. CHANG publicly advocated a foreign loan for the purpose of providing the province with railways, but since he has been at Peking the Canton papers have represented His Excellency's views on the subject to have undergone a complete change. Time will show perhaps whether the newspapers are justified in publishing these speculations. Every enlightened official in China must now recognise that to oppose the introduction of foreign capital for railway construction is an extremely short-sighted policy. China, as the British Consul-General at Canton in a very sympathetic speech recently pointed out, has not sufficient capital for the double purpose of constructing railways and developing along the line of route the sources of wealth which will provide remunerative business for the railways. What China needs to recognise is that the sooner the country is opened up by railways the quicker will China become a wealthy and prosperous Empire. We believe that His Excellency will find many among the leading men of Canton who are in sympathy with the views to which he gave expression while Governor of Kwangsi, and when once through railway connection is established between Canton and Kowloon, he will be able to point to a splendid illustration of the soundness of that policy. This leads us back again to the subject of the mutual relations of the two Governments of Canton and Hongkong, for the railway when it is opened will bring them more into touch with each other and a friendly relationship is essential to a satisfactory adjustment of the many little questions which are certain to crop up from time to time. The Government of Hongkong has always shown every desire to encourage the most cordial relations between the Colony and Canton, and we are assured that with a broad-minded and enlightened official like H.E. CHANG MING-KI in the Viceregal Yamen, the happy relations which were cemented by H.E. CHANG JEN-CHIN's handsome contribution to the University Fund will be preserved and strengthened to the mutual benefit of the Province of Kwangtung and the Colony of Hongkong.

The late Mr. Robert Anderson, aged 67, of Belgrave-road, S.W., and late of Kinkiang, has left estate of the value of £37,329.

A boatman was yesterday sent to prison for one month and to be exposed in the stocks for four for having stolen sardines from the *s.s. Slavonia*.

One Portuguese case of diphtheria, one Chinese case of enteric fever, and two fatal (Chinese) cases of small-pox were reported in the Colony last week.

A soldier belonging to the Hongkong and Singapore Battalion R. G. A. was at the Magistrate's yesterday sentenced to six weeks' hard labour for having assaulted Miss Hilda Short in Haiphong Road, Kowloon. He struck her with his stick as she was shopping.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Canadian Pacific Ry. Co. ... \$50
Capt. Mackenzie ... 20

Yesterday Ezekiel Abraham appeared at the Magistrate's before Mr. J. R. Wood on a charge of having stolen two pearls valued at \$440 from the Loong Sang Kee. Defendant, who refused to speak his own language, and insisted upon a Malay interpreter, was committed for trial.

It has been arranged that the farewell banquet to be given by the foreign community to Sir Pelham Warren, K.C.M.G., His Majesty's Consul General, under the auspices of the Municipal Council, shall take place on Saturday, January 14, at the Shanghai Club. Arrangements are in the hands of a committee representing the Municipal Council, the St. George's, St. Andrew's and St. Patrick's Societies, the Chinese Association, the American Association and the Deutsche Vereinigung, and the French community.

Mr. Herbert D. Hutchison has resigned his seat on the Municipal Council at Shanghai in protest against the way in which certain public business relating to the police and defence force of the Settlement has been conducted.

Meetings are being held daily in the Music Room of the City Hall in connection with the week of universal prayer. At yesterday's meeting the Rev. W. H. Foster Pegg gave an address on the Church Universal. The meeting to-day at 5.30 p.m. is on "Nations and their Rulers." Col. C. W. R. St. John, R.E., will preside and the speaker will be the Rev. C. Bone.

We have received a copy of the rules of the Lugard Scholarships founded by Sir Horatio Lugard. They show that one scholarship shall be awarded annually to the pupil in each of the named schools who shall be adjudged by the Head of the School, subject to the final decision of the Director of Education, to have been most successful under the terms and conditions set forth in the rules. The selected schools are: Diocesan Girls' School, H.K. Kadourie School, French Convent School, St. Francis School, Italian Convent School, St. Joseph's College, St. Mary's School, and the Victoria British School. The scholarships are tenable for two years and are of the annual value of \$30.

THE CANTON VICEROY IN HONGKONG.

His Excellency Chang Ming Ki, the newly appointed Viceroy of the Two Kwang Provinces, arrived here yesterday by the *s.s. China*. He made visits to the warships of the various nationalities represented in the harbour, and after noon made an official landing at Blake Pier. The event caused considerable interest among the natives, and thousands of Chinese assembled in the vicinity to catch a glimpse of the new Viceroy. A guard of honour drawn from the 105th Mahatras under Captain Dolme Radcliffe, accompanied by the band of the regiment, was in attendance. The big guns boomed out their salute as His Excellency left in the Chinese Customs launch for the shore. At the pier he was met by Captain Mitchell Taylor, A.D.C. to the Governor. As his Excellency Chang Ming Ki stepped ashore the guard of honour came to the salute and the band played the Chinese National Anthem. The Viceroy, who was accompanied by Mr. A. H. Harris, Commissioner of the China Imperial Maritime Customs, his Excellency Wei Han Commodore Woo, and Tactai Sha, then entered a motor car and was escorted to Government House, where an official luncheon party assembled in his honour.

THE WANCHAI FIRE.

NINE LIVES LOST.

The fire at Queen's Road East, near Wapohai Market, which took place on Monday afternoon, was more disastrous than was at first reported. No fewer than nine persons—four women and five children—perished in the conflagration. It is believed that they were panic-stricken and were unable to make their way out. They were, it is understood, all suffocated. The building, which is of one storey with a haberdashery shop underneath and a family house above, was quickly destroyed by the flames. It is thought that the fire originated through the firing of crackers. Of the twelve inmates nine perished. One of the others was out shopping at the time, but two other men were in the cook-house when the outbreak occurred. Their escape was practically cut off, but they jumped out of the window into the street with no serious result.

ITALIAN CONVENT EMERGENCY FUND.

The Superiress of the Italian Convent begs to acknowledge, with grateful thanks, the following donations to the above fund:—
Mrs. Maria Rosa d'Azevedo, Kowloon ... 100
Mrs. N. T. Stabb ... 50
Miss Toller, of the Army Nursing Service ... 50
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Mrs. Van Euren ... 20
Mr. E. Danenberg ... 20
Mr. Peter Lee Chiu ... 20
Sir Henry May ... 15
Mrs. Atkinson ... 10
Mrs. Romano ... 10
Miss Mariquita de Jesus ... 10

MAJOR HART-SYNNOT'S SUCCESSOR.

Major James Bruce Gregorie Tulloch, The King's Own (Yorkshire Light Infantry), Garrison Adjutant, Dover, has been selected for the appointment of General Staff Officer, South China, when Major A. H. S. Hart-Synnot, East Surrey Regiment, vacates on 20th March next. He was born on the 2nd September 1870, and joined the Yorkshire Light Infantry as a 2nd Lieut. on 8th October 1890. Promoted Lieutenant 16th June, 1892; Captain 29th March, 1899, and Major, 12th January, 1910. His Staff service consists of Superintendent Gymnasium, Malta, 26th November, 1902, to 29th November, 1903, and Garrison Adjutant, Dover (Graded Staff Captain), since 1st June, 1900. He took part in the operations on the North-West Frontier of India, 1897-8. With the Tirah Expeditionary Force, and was awarded the medal with clasp; South African war, 1901-2. With the Mounted Infantry, operations in the Transvaal, August, 1901, to 31st May, 1902, for which he has the Queen's Medal with three clasps. He has qualified as an interpreter.

THE STEAMSHIP "NORD" AGAIN ON FIRE.

Considerable excitement prevailed in the vicinity of Kowloon Dock last night when the cry of "fire" rang out. At first it was thought in Hongkong and also in Kowloon that the outbreak had occurred in the Dock Company's premises, but investigation proved that the fire had broken out on a steamer lying alongside. The unfortunate vessel was the *Nord*, which had gone into dock on Saturday to undergo certain necessary repairs. How the conflagration originated is not known, but shortly after half past six flames were seen to shoot up from the after part of the vessel. The alarm bells were sounded, and the Dock Fire Brigade with engine were soon in attendance, followed later by the brigades from Hung Hom Police Station and from Yau-mai, while the fire float came on the scene in time to help the work of fighting the flames. The steamer has been carrying oil for some considerable time, and doubtless the kerosene had soaked into her woodwork. At any rate, the flames spread with rapidity, and at one time it seemed as if they would envelope the vessel. Fortunately the breeze was from the north-east. Had it been otherwise the fire would have been carried right along the ship. As it was, the after part of the steamer—superstructure and two holds—was completely destroyed, and had it not been for the yeoman service rendered by the firemen from the Dock and by the police, the entire ship would have been destroyed. So fiercely did the flames burn that the steel shell of the steamer reached a white heat, showing her ribs, and this of course made it impossible for the men on shore to approach her. Several officers and members of the Chinese crew were on board, but they were not, so far as could be ascertained, at any time in danger. Had their safety been threatened it would have been comparatively easy for them to leap overboard and reach the shore. In about an hour's time the flames were subdued.

The *Nord*, which is engaged by the Asiatic Petroleum Company, had a less disastrous experience at Canton some two months ago. On that occasion the fire was noticed in good time, but the present misfortune is likely to necessitate the complete overhaul of the vessel.

MADAME CALVE.

TO-NIGHT'S GRAND CONCERT.

Madame Calvé, the world-famed singer, arrived by the French Mail steamer from the South yesterday and will sing at the Theatre Royal this evening. Besides being possessed of a lovely voice she is endowed with beauty and charm. Her interpretation and singing of *Carmen* has never yet been surpassed in this era. Her artistic career has been very brilliant. Born in France in 1866, she studied vocal production at an early age, under the great Professor Laberde, and at a later date with Marchesi, the famous teacher of many great singers. Her debut was made in Gounod's "Faust" in Brussels, where her success was so phenomenal that some time later she was engaged to sing with the famous De Reszke Brothers and other distinguished artists. Her extensive repertoire includes works from Mozart, Gluck, Massenet, Sacchini, Meyerbeer, Cavalli, Gounod and Bizet. During the last few years she has been singing at the great theatres in America, London and the Continent. Her voice has that sweet and mellow quality that distinguishes her from all other singers. After singing in Paris she toured Italy with a repertoire that consisted of *Carmen*, *Orpheus*, *Samson* and *Delilah* and other works. Her reception again was enthusiastic. She has had the honour to sing privately before the English Royal Family both in Queen Victoria's and King Edward's reign. The return to Europe will probably be through the States, where her welcome is assured. She is accompanied by the well-known Italian tenor, Signor Gasparis, and by Jacques Pintal, a pianist of the first order. It will most likely be a long time before Hongkong will have another opportunity of hearing such an ensemble of musical artists.

The programme is as follows:—
Piano Solo: (a) "Valse d'Amour" Chopin
(b) "Valse Caprice" Rubinstein
(c) "Valse" Liszt
Opera "I Pagliacci" Recit & Arioso Leoncavallo
Signor GA-PARIS
Opera "Faust" Recit & Arioso Leoncavallo
Signor GA-PARIS
Madame CALVE
(a) Opera "Tosca" Leoncavallo 3rd Act Puccini
(b) Song "Carmen" Leoncavallo
(c) Song "Carmen" Leoncavallo
Songs (a) "Stances" (Sapho) Gounod
(b) "Stances" (Sapho) Gounod
Madame CALVE
Piano Solo: (a) Album Leaf Liszt
(b) "Etude" No. 11 Liszt
M. PINTAL

INTERVAL OF 15 MINUTES.

Scenes from *Opera*—*Carmen*—Bisect

Madame CALVE—Signor GASPARIS—

(a) "Habenera" Carmen
(b) "Gazouille" Don Jose
(c) "Duo" Carmen and Don Jose

(a) "Habenera" Carmen
(b) "Gazouille" Don Jose
(c) "Duo" Carmen and Don Jose

(a) "Habenera" Carmen
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(c) "Duo" Carmen and Don Jose

THE FANCY DRESS BALL AT KINGSCLERE.

The Fancy Dress Ball held each New Year at Kingsclere has become a prominent event of the social season in Hongkong. This year's Ball, which was the fifth of the series, was also the largest and the most brilliantly successful. Upwards of 400 ladies and gentlemen were invited, and there were very few present who were not in fancy dress. A wonderful galaxy of colouring was the result, and a closer inspection of the costumes showed that originality of idea was by no means lacking. At 10.15 p.m. there was an inspection parade, or grand promenade, led by Mr. F. Berington, the indefatigable Hon. Secretary, with Mrs. Donison. Starting in the hall, the procession went round the dining room into the hall again and then formed fours, flashlight photographs being taken by Messrs. Cheung. Balloting followed to determine which, in the opinion of the gathering, was the best lady's costume and which the best gentleman's. The prizes were awarded to Mrs. Stodart Kennedy and Mr. S. P. Warbrook, whose costumes were indisputably the most original. Mrs. Kennedy was dressed up as an Indian squaw to the last detail, while Mr. Warbrook represented a prehistoric man partially attired in sack cloth, wearing a necklace of carrots, and armed with an eighteenth-century blunderbuss. Miss Sachse presented to the prize winners documents entitling each to a pair of roller skates, and Mr. Berington graciously presented a handsome bouquet to Miss Sachse. It would be invidious to single out others for mention when there were so many excellent disguises calling for notice, so we must confine ourselves to giving an idea of the variety of characters represented. There were shepherdesses, servant girls, French milliners—nurses, pierrettes, girl scouts, milkmaids, and types of beauty in Irish, Spanish, Italian, Dutch, Japanese, Filipino and Indian costumes. The gentlemen showed if anything even greater variety. There was the gentleman who made up admirably as a militant suffragette; there was the Beefeater to the manner born; Father Christmas and the Torsador were present also, and the large company included courtiers, pierrots, jockeys, mandarins, costers, convicts, rickshaw coolies and a few in all the glorious simplicity of ordinary evening dress.

The K.O.V.L.I. orchestral band provided the music and a programme of sixteen numbers was gone through with much animation. Mrs. Hunter kindly played the piano for the extras after the band left.

The hall was very effectively decorated according to a scheme designed by Mr. Berington and carried out by Mr. Joseph Sahn. The supper arrangements, which were in the capable hands of Mrs. and Miss Sachse, and Mrs. Logan were admirable, and in no respect was anything lacking to ensure the complete success of the event. It only remains to be mentioned that the credit belongs very largely indeed to Mr. Berington, who discharged the onerous and exacting duties of Hon. Secretary, with the assistance of a committee consisting of Messrs. A. L. Shields, G. S. Gaudson and C. M. Meyer. Mr. Stewart was in charge of the card room arrangements and Mr. P. S. Dixon looked after the bar.

The hall was given by the following residents at Kingsclere:—Mrs. Sachse, Comdr. and Mrs. Acker, Mr. F. Berington, Mr. and Mrs. Logan, Mr. G. A. S. Gaudson, Mr. H. E. Hoffman, Mr. A. L. Shields, Mr. B. Webb, Dr. G. D. R. Bickel, Mr. P. S. Dixon, Mr. and Mrs. E. A. M. Williams, Mr. and Mrs. E. J. Chapman, Mr. J. F. Macgregor, Major and Mrs. F. J. Hunter, Mr. and Mrs. W. E. Tibbs, Mr. J. M. Macdonald, Mr. R. D. Stewart, Mr. W. F. Brewer, Mr. C. M. Meyer, Mr. Alan F. Earle, Mr. and Mrs. D. E. Donnelly, Governor—Louis J. Van Schalk (Mindoro), etc.

THE CHINESE MINISTER TO LONDON.

Our London correspondent writing on the 14th ult. says:—

Considerable regret is expressed at the forthcoming departure of Li Ching Fong, who has held the office of Chinese Minister here for the last three years and is greatly liked in diplomatic and social circles. He has entered into society more than any of his predecessors and has himself entertained very lavishly. One of his parties at the Ritz Hotel to celebrate the Emperor's birthday was the talk of the West End. As a chairman of a dinner or meeting he was most successful, for he has a good knowledge of English and a ready wit which finds expression in highly amusing stories. One day he paid a visit to the house of a distinguished man. The little son of the host came running into the room, and seeing the Minister, exclaimed, "Oh, daddy, shouldn't we say he was a funny man if he was not one of our friends?" Li Ching Fong is fifty-two years of age. It is understood that his services are required at Peking. His son has been educated in this country.

Mr. Ivan Chen, First Secretary to the Chinese Legation, and a well-known figure in Anglo-Chinese circles, leaves London in the first week of the new year for the Foreign Office at Peking. Again here, his departure will be regretted. He has been in England for many years and has always striven to promote harmonious relations between the two countries.

ARRIVAL OF THE NEW MINISTER. A few years ago the new Minister, Liu Yul-in, was the junior of his predecessor. Accompanied by his wife and daughter, he has already arrived at 49, Portland Place. He is credited with progressive sympathies and a liking for society, and as he has a good knowledge of English and English ways, he will have no difficulty in becoming popular. Liu Yul-in was Consul-General in the Transvaal when the Chinamen were introduced there, and it is stated that Peking officials were greatly pleased with the way he discharged his duties in South Africa. His private secretary is Lau Man-king, who was educated in this country and possesses an English degree. The two Misses Liu have been educated in the European manner and can play lawn-tennis.

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

THE REBELLIOUS DRUSES.

FOUR DAYS' FIGHTING.

LONDON, January 3rd.

The Constantinople correspondent of "The Times" states that after four days' fighting the Turks, with a loss of 107 killed, drove the remnant of the Druses into the desert. Many of them were killed and upwards of a thousand surrendered.

THE BRITISH NATION'S SAVINGS.

LONDON, January 3rd.

The "Statist" says that the nation's savings in 1910 amounted to 310 millions, of which 165 millions were invested abroad.

BRITISH TRADE RETURNS.

CONTINUED PROSPERITY.

LONDON, January 3rd.

The revenue for the past quarter shows increases both in exports and imports totalling altogether £6,100,000. For the previous nine months the increase was £43,500,000, including £27,000,000 arrears from 1909-10. A substantial surplus is already assured.

[FROM THE MANILA "CABLENEWS"]

A STARTLING STORY.

New York, Dec. 24th.

The *New York American* to-day publishes a startling story to the effect that the dry-dock Dewey was sunk some months ago by the Japanese. The story purports to be based upon absolute information. After recounting the activities of Japanese spies in the Philippines the story asserts that the Japanese maintained a wireless service on the island of Luzon for several months about the time of the sinking of the dock. The publication has created a sensation and is widely discussed.

THE MEXICAN REVOLT.

Washington, Dec. 26th.

Word has been received at the State Department from Mexico that a big battle is imminent between the insurgents and the government's forces. According to the dispatches received the insurgents are together in great force and the government is alarmed. The armies are mobilizing for what is expected to be a decisive engagement. Disaffection is general in the interior in spite of the inspired reports of the government to the contrary, and there is serious question whether the forces of President Diaz will be able to subdue the revolt.

PRESIDENT TAFT FOR RENOMINATION.

Washington, Dec. 28th.

The impression has been gaining ground since the election that President Taft would be a candidate for renomination by his party. The defeat of the Republicans in New York has been taken generally to mean the elimination of Colonel Theodore Roosevelt from the field, if he were ever desirous of running. The President has been looked upon by the leaders as still the strongest man in the party. Yesterday it was announced semi-officially from the President's official household that he would again be a candidate for the nomination. It is evident that a strong effort is being made to cement the two factions in the party.

BIG BANK FAILURE.

New York, Dec. 28th.

One of the biggest sensations that has shaken the financial circles of this city and the country at large for a long time was the suspension yesterday of the Northern Bank of New York. The institution closed its doors owing its depositors \$9,000,000.

DIVIDENDS.

Linggi Plantations.—Third interim of 50 per cent. (1s. per share), less tax, in respect of the year ending December 31st.
Manila Electric Railway and Lighting Corporation, 1 per cent. for the quarter ending December 31st.

WEDDING AT THE CATHEDRAL.

KELLY-WRIGHT.

The marriage was solemnised at St. John's Cathedral yesterday morning of Miss Ada Winifred Wright, daughter of Mr. and Mrs. Francis W. Wright, and Dr. Percy James Kelly, son of Dr. James Kelly, late of the Bengal Medical Service. Though the bridegroom, who is in the Government Medical Service, has been resident in the Colony only a few months, he has made in that short time a large number of friends, and many were present in the Cathedral to witness the nuptial ceremony. The bride's residence in Hongkong was of even brief duration, for she arrived only a few weeks ago accompanied by her parents and sister. The service was conducted by his Lordship the Bishop of Victoria (Dr. Lander), assisted by the Rev. F. T. Johnson, the Cathedral chaplain. The bride, who was given away by her father, wore a charming white satin dress draped with nines old Irish lace veil, while her sister, Miss Quennie Wright, who acted as bridesmaid, wore a dress of pale blue satin and nines. The bride carried a shower bouquet of tube lilies and white chrysanthemums, the gift of the bridegroom. The bridegroom was supported by Dr. G. D. R. Black as "best man."

Subsequent to the ceremony at the Cathedral a reception was held at the residence of the Hon. Dr. and Mrs. Atkinson, to which between 60 and 70 guests were invited. After receiving the congratulations of their friends the happy couple left for Macao on their honeymoon, the bride's going-away costume being an electric blue cloth coat and skirt, a Marabou hat and muffs and a brown hat trimmed with Marabou feathers.

The bride's gift to the bridegroom was a silver cigarette box, while the bridegroom's gift to the bride was a silver-mounted dressing case, and a diamond and sapphire ring. To the bridesmaid he presented a gold bracelet.

Following is a list of the other presents—
Mr. and Mrs. Wright, Sheffield tea tray, plate—pearl and turquoise bracelet.
Mr. Wright, coral ring.
Mr. Wright to bridegroom, silver tank.
Mrs. Wright to bridegroom, cut glass spirit bottle.

Mrs. Durr, tanzania.
Miss Douglas Wright, biscuit barrel.
Miss Wright, revolving butter dish and pair of electric lamps.
Capt. and Mrs. Kelly, dessert knives and forks.
Mrs. Macpherson, salts bottle.
Mrs. Wheeler, silver trinket box.
Mr. Lionel Kelly, serviette rings.
Mr. Harry Walker, jam jar and spoon.
Mrs. and Miss Woodhams, silver tea spoons and tongs.
Mr. and Mrs. W. Woodhams and family, silver photo frame.
Mr. and Mrs. S. Woodhams and family, pair silver candlesticks.
Mr. and Mrs. Boncher, water colour picture.
Miss Howard, ink stand.
Miss Monokton, selections from Tennyson.
Miss K. Monokton, pearl and turquoise pendant and egg-stone.
Mr. and Mrs. F. Pine, pearl and turquoise brooch.
Mr. and Mrs. Sydney Smith, silver mustard pot.
Mr. and Mrs. Judd, silver salt.
Misses Mary and Peggy Scott, hot water jug.
Mrs. and Misses Jackson, silver tea spoon and tongs.

Mr. and Mrs. Bensted and family, dessert sugar bowl.
Mrs. Plumley, flower bowl.
Miss Margaret Horst, enamel brooch set.
Dr. and Mrs. Hoar, pearl and turquoise brooch.
Mr. Steuning, silver trinket box.
Dr. Travers, silver vases.
Dr. Brooks-Kelth, carved sandal wood box.
Mr. and Mrs. Moore, water colour picture.
Dr. and Mrs. Shaw and family, silver cake knife.
Captain Wright, silver writing table set.
Miss Dobie and Miss Hills, silver serviettes rings.

Dr. Collier, breakfast dish.
Dr. and Mrs. Bony, silver letter rack.
Mr. and Mrs. W. Bony, brass ink stand.
Captain Walter Wright, antique silver salt and pepper castors.
Miss Ethel Wright, salt collars.
"Nanine" and George, silver tea service.
Alice, silver butter knife.
Lillian and Kate, silver cucumber knife.
Kate Lipscomb, crown derby coffee cups.
Mr. and Mrs. Hollands, pickle jar and toast rack.
Messrs. Ambrose & Son, lace tea cloth.
Mr. and Mrs. Harold Ireland, pair of rose bowls.
Mrs. Rose, dessert sugar bowl.
Miss Rowlands and Miss Stevens, silver tea spoons.
Dr. and Mrs. Grund, Irish lace tea cloth.
Mr. Ormiston, silver sugar castor.
Missie, Kenaudd, silver salt collars.
Miss Isabel Shelling, silver trinket box.
Miss Hilda Dunn, lace tray cloth.
Miss Winifred Moore, lace rests.
Miss Jessie Macphail, silver nutpickers.
Dr. Goldie Scott, silver mug.
Dr. Leggett, silver vases.
"Dick," silver dessert spoons.
Captain and Mrs. Turner, silver fish servers.
Mrs. Reynolds, breakfast ornament.
Mrs. Elden, table centre.
Mr. and Mrs. E. Cowie, handsome lace cloth.
Mrs. and Miss Blench Mason, travelling clock.
Captain and Officers of a.s. Sunda, Japanese china tea service.

Dr. Dalmaugh Allen, nut crackers and picks.
Mr. Wood and Mr. Malbourne, sweet dishes.
Dr. and Mrs. Y. K. To, pair of rosebells and carved ivory brush.
Lieut. Commander Adair-Hall, set of silver serviettes rings.
Dr. Fitzwilliams, silver sugar castor.
Mr. H. A. Mitchell, liquor cups and tray.
Dr. and Mrs. MacFarlane, set of tables.
Major and Mrs. Stewart Taylor, pendant and chain.

Dr. W. B. A. Moore, silver tea spoons.
Dr. D. G. B. Black, silver butter dishes.
Dr. and Mrs. Saunders, mother of pearl sweet dishes and rose bowl.
Dr. and Mrs. Jordan, trinket box.
Dr. and Mrs. Hartley, silver tea knives.
Mr. Christopher Wilson, set of olive spoons and forks.
Misses Wilkinson, toast rack.
Mr. and Mrs. Montagna Harston, silver vases.
Dr. and Mrs. Charles Forsyth, silver tea knives.
Dr. W. V. M. Koeb, silver trinket rings.
Mr. Logan, mother of pearl tea dish.
Mr. Dyer, silver card tray.
Mr. Woodcock, silver sweet dishes.
Capt. Bell and Capt. Perry, liquor cups.
Mr. Woodhouse and Mr. Fletcher, Japanese embroidery.

Mr. G. N. Orme, two lace tea cloths.
Mrs. Stedman, silver card case.
Dr. Hobson, pepper and salt castors.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe, president, and there were present:—Hon. Mr. A. W. Brevin (Registrar-General), Hon. Mr. E. A. Howett, Mr. A. C. Shelton Hooper, Colonel Bedford, R. A. M. C. (Principal Medical Officer), Dr. Fitzwilliams, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Poore (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (secretary).

THE OLD QUESTION.
Correspondence relative to an application for permission to construct water closets at Nos. 38 and 40, Queen's Road Central, was submitted.

Dr. FITZWILLIAMS minuted—I strongly concur with the minute of the Medical Officer of Health that the Board should have the power of removal in all such cases. There would then be less opposition to the granting of water closets in suitable cases.

Hon. Mr. HEWETT minuted—The case of No. 38, Queen's Road Central, like that of the old Hongkong Club, still further confirms me in the opinion that water closets should not be allowed in the houses of this class.

The President said the question was whether the closets at 38, Queen's Road Central, should be closed or not. There were two alternatives suggested by the Medical Officer of Health. One was the advisability of cancelling the permission to have water closets, and the other the serving of a notice and getting an order from the Magistrate for their removal. He thought the easier plan would be to recommend the Governor-in-Council to withdraw the permit.

Mr. HOOPER—It is we who do that, sir.
Hon. Mr. HEWETT—Has the Vice-President spoken to you about this, sir? I brought the question up at the Legislative Council some time ago, and I understood he was going to look into the question as to whether the Government had power to remove these closets.

Mr. HOOPER—We can deal with the matter at once as a nuisance.

Dr. FITZWILLIAMS—Can we remove the closets?

Hon. Mr. HEWETT—That is the question.

Mr. HOOPER—We can serve a notice on the owners to abate a nuisance.

Hon. Mr. HEWETT thought this should be an object lesson for the Board not to permit fix a closets in Chinese houses. If they did they would have to have one hundred inspectors all round the Colony watching water closets alone.

The President said a nuisance notice could be served ordering the owners to abate a nuisance.

Dr. FITZWILLIAMS—Would it not be as well to apply for powers to close all water closets that are becoming a nuisance?

Hon. Mr. HEWETT—I think, sir, Government has the power.

Mr. HOOPER—Don't you think the best way would be for the Board to order removal of these closets subject to the opinion of the Law Officer of the Crown being taken?

Colonel BEDFORD—In any case the nuisance to be abated.

Mr. HOOPER—That must be. I move that notice be served on the owners to remove the closets.

Hon. Mr. HEWETT seconded, and the motion was agreed to.

With respect to the application for permission to erect five water closets at the Italian Convent.

The MEDICAL OFFICER OF HEALTH in a minute stated that the architects in this case were unable to obtain sufficient water from the well and asked that the five water closets be supplied from the main source. He advised that the application be allowed in the circumstances.

Colonel BEDFORD minuted—I concur in the minute of the Medical Officer of Health.

Hon. Mr. HEWETT—In view of the present condition of our water supply under no circumstances should water from the main be used for flushing purposes.

Mr. HOOPER—Grant.

The President explained that this application was similar to one which was before the Board some time ago, and the compromise suggested was that the Board should recommend a permit on condition that the Convent took the five closets existing off the public main and supplied the whole ten with an independent water supply. Now the engineers came forward with a fresh application in which they stated that it was impossible to supply all the ten closets from the well, and asking permission for the flushing of five with the water from the public main.

Colonel BEDFORD thought these educational establishments should be treated exceptionally, and moved that the application be granted.

Hon. Mr. HEWETT said he would vote against the resolution. He did not think in a Colony like this, as we were now, that fixed water closets should be allowed on any of the higher levels.

The motion was carried, Hon. Mr. Howett voting against it, while the President did not vote.

TRAINING OF NULANS.
A letter from the Government relative to the training of nulans near the Military Hospital was read. With reference to your letter of the 21st July last I am directed to inform you that it has been decided to take in hand at once the training of the nulans shown in the plan attached.

Mr. HOOPER minuted—Very satisfactory.

Dr. FITZWILLIAMS minuted—I agree with Mr. Shelton Hooper, and hope that the number of cases from this district during the next few months will be less than those reported since the matter was before the Board last (July 1910).

The REGISTRAR-GENERAL minuted—Were any anophelae found in these nulans? What about anophelae in other localities?

The MEDICAL OFFICER OF HEALTH minuted—In reply to the Registrar-General, Colonel Sir Joseph Fayer's letter of 22/6/10 attached states definitely that anophelae mosquitoes have been found in these nulans.

The paper was laid on the table.

MORTALITY STATISTICS.
The mortality statistics for the week ended December 10th showed that the death-rate per 1,000 of the British and foreign community was 3.7 and for the whole Colony 22.3.

SUPREME COURT.

Tuesday, 3rd January.

IN APPELLATE JURISDICTION.
BEFORE THE FULL COURT.

THE CHINESE ADMINISTRATION ACTION.

Argument on the question of costs was heard in the cross-appals from the decision of the Hon. Mr. W. Rees Davies, K.C., formerly acting Chief Justice, in the administration action between Li Chok Hing and Li Pai Chai, alias Li Shek Pang, alias Li Hing Wal. The action was one in which over \$1,000,000 was involved, and the original hearing lasted 54 days, judgment being delivered on June 4th. The Acting Chief Justice gave judgment against Li Chok Hing (respondent) for an account of the estate of the Man Sing Tong, and against Li Chok Hing (respondent) on the Wing Shing Tong issue, and both parties appealed against the decision. The Full Court reversed the judgment of the Court below.

Messrs. M. W. Slade, K.C., and C. G. Alabaster, instructed by Mr. D. F. Stevenson (of Messrs. Deacon, Looker & Deacon), appeared for the appellant, defendant, Li Chok Hing, and Mr. Henry Berkeley, K.C., and Mr. Eldon Potter, instructed by Mr. Barlow (of Messrs. Goldring, Barlow & Morrell), represented the respondent, plaintiff, Li Pai Chai.

Sir Henry Berkeley said the general principle with respect to costs which by law were left in the discretion of the Judge was that any order which he made as to costs—only could not be appealed against except by leave of the judge who made the order. That was according to section 49 of the Judicature Act and by the corresponding section in the local Ordinance.

Mr. Slade—The wording of which is different, Sir Henry Berkeley—But the sense is the same. Proceeding, he said there were numerous cases which made it abundantly clear that where there were any materials before the Judge upon which he might exercise his discretion the exercise of that discretion would not be questioned in the Court above.

His Lordship—Yes, but you are going to another rule. We have first to get rid of Section 49. They are two things absolutely distinct.

Sir Henry Berkeley said the Judge decided in this case against the plaintiff on the Wing Shing Tong claim, and in the ordinary course defendant would be entitled to his costs with respect to that claim, but the Judge said that this was a case in which he should exercise his special discretion as to costs, and therefore he ordered the defendant to bear all his own costs. Defendant was appealing against that order, and that only.

His Lordship—An order as to "costs only" is very well understood. This order is a general order in the whole action. In a judgment which covers the whole action and distributes the law, how can that be an order as to costs only?

Sir Henry Berkeley—For the purpose of this appeal the order is as to costs only.

His Lordship—Your point is really not maintainable.

Sir Henry—We submit that appeal will not be because appellant did not obtain leave of the Court below to appeal against the special order as to costs.

His Lordship said he interpreted the judgment to mean that the learned Judge refused costs because of his opinion of defendant's attitude.

Mr. Slade said the only difference in section 49 of the Judicature Act and the corresponding Ordinance in Hongkong was that the Act said that leave to appeal on a question of costs had to be obtained from the Judge who tried the case. The local Ordinance said nothing of the kind. Leave had to be obtained from the Court.

After hearing further argument, their Lordships reserved their decision.

IN SUMMARY JURISDICTION.

BEFORE MR. F. A. HAZELAND
(ACTING JUSTICE JUDGE).

A SCHOOLMASTER'S CLAIM.

A Chinese schoolmaster sued the father of three of his pupils for \$39.45 for school fees and for tea expenses. Mr. Stevenson, of Messrs. Deacon, Looker & Deacon, appeared for the defendant.

His Lordship called the attention of the plaintiff to the fact that he had made a mistake in addition.

Mr. Stevenson said the plaintiff was actually claiming \$35.65 school fees. It was rather curious that although he was a schoolmaster he made a mistake in addition and also in the English letter which he wrote to the defendant.

Defendant said he was claiming in respect of three boys for the school year of \$15 each and tea expenses \$24.00. It was the custom in vernacular schools to pay the fees yearly when the boys entered the school. It did not matter whether a boy had left or not before the end of the year. He had been a schoolmaster for twenty years and it had always been his custom to charge fees for the whole year. He produced rules and regulations in regard to the school.

Mr. Stevenson said if the plaintiff was suing on the rules and regulations they must be stamped.

His Lordship, after looking through the rules, said there was no mention of fees having to be paid in advance.

Plaintiff—No, it is not necessary. It is understood.

The case was adjourned.

The Dalai Lama, who is still at Darjeeling, has renewed his request to be allowed to visit England. He will leave for Calcutta on January 12, and after a stay in that city will probably go to England. The latest reports from Lhasa state that the situation there is unquiet.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.

The 70th ordinary general meeting was held on 13th December at the offices, Leadenhall-street, London, Sir Thomas Sutherland presiding.

The CHAIRMAN remarked that during fully half of the 75 years' existence which he supposed they might now claim to have had, the company enjoyed a practical monopoly, but during the other half they had had to fight for their own, and not unsuccessfully, he hoped, so far as the shareholders' interests were concerned, and with the aid of a satisfactory record as regards the company during the past 12 months, and with it necessarily a revival in the shipping industry. The company had participated in the return of prosperity, but only to a somewhat limited extent. The accounts were, however, \$280,000 better than those of the previous year. They would pay their usual dividend and bonus and carry forward \$267,181, after writing off the considerable sum of \$251,151 from the value of the fleet. That was a very satisfactory, but not by any means an excessive, appropriation in view of future contingencies, by which, particularly, a large amount of shipbuilding, and which they would have to do in all probability during the next few years. Every ship sold out of their fleet had to be replaced by a much larger, more costly, and, he had no doubt, a more valuable vessel, and that process of improvement was certain to go steadily forward.

THE MAIL SERVICE.
In looking into the future they had always to remember that they had to meet a crisis, more or less of an anxious character, with reference to their mail service every four or five years, but they were gradually becoming more independent of their mail service. When he joined the company as one of their managers the subsidy they received for a limited and, comparatively speaking, a very slow service was very nearly double the subsidy they now received for the splendid service they carried on. At that time the proportion of their gross revenue to the proportion that they were called upon to contribute to the subsidy was about one-twelfth, and perhaps even a little less. They had thus been working for them, while they were in no way as Government subsidies were concerned, but, nevertheless, the future of the mail service was always a matter of keen anxiety to those who managed the company's affairs. A good deal had been written in the newspapers recently as to the prospect of a railway to India, which was to land passengers and mails in Bombay in about a week's time from London. He thought that it would take some years to accomplish this result; but, on the other hand, the Siberian Railway was an accomplished fact, and it was capable of carrying passengers and mails in a much more rapid way than any steamship communication, and it was possible that if it should so happen that that route should be developed in connection with the next mail service to the Far East it would make an enormous change to their company, but he did not say a disadvantageous change. Personally, he was not afraid of whatever developments might occur, for if they were freed from mail communication with the furthest East, he believed that they would find means of developing the company's business in other directions which would be more independent and not less profitable. At the same time, he thought it was absolutely essential for them, while they were in a position to do so, to maintain a financial 9 per cent. per annum, no matter what the necessity of raising new capital, no matter what transformation might come about in the future working of the company. (Hear, hear.) That was the reason why the directors were every year particularly anxious about the nature of the company's reserves.

THE REVENUE.
The most striking figure in the general working account was naturally that under the head of freight, charter, &c., which amounted this year to £1,734,247, showing an increase over last year of £215,420. For the last five years he found that the freight account, which was so important to them, had been absolutely stationary, notwithstanding the vastly increased capacity of their fleet in that period. That was owing to the fact that the seas had been crowded during those years with an enormous amount of tonnage, with the consequence that freights had been kept very low. In 1905 4,116 vessels passed through the Suez Canal—of his connection with which he desired to say, in passing, that he was very proud—while in 1909, 4,239 vessels passed through it, showing an addition of 3 per cent. to the number of ships; but whereas in 1909 the gross tonnage rose to 21,500,000 tons, last year an increase of 17 per cent. in the actual size and capacity of the vessels passing through in the Eastern trade. And what was true of the Eastern trade was absolutely true of every other trade throughout the world. The improvement in their present account only came about in the last six months of the year, because they had two or three very disadvantageous circumstances to contend with during the earlier part of the year. The great coal strike in Australia cost them \$200,000, and the unfortunate accident to the *Chimera* in the docks in London cost them \$200,000 in repairs and the loss of freight which followed on the derangement of their programme. But for those two occurrences the year's profit would therefore have been \$50,000 greater than it was. To turn from the freight to the passenger department, the amount received this year was £1,231,483 or only £15,000 odd in excess of the figures of the previous year; and yet they carried over 3,000 passengers more this year. The passengers, however, made shorter journeys to a large extent, and they were emphatically passengers who availed themselves of the cheapest passage. They could obtain in the company's ships, at that result, because during the five years from 1905 to 1909 the company had built passenger vessels to the value of \$3,800,000. The fact was that the Eastern world was apparently obliged nowadays to travel more economically, and the company endeavoured to meet that necessity to the best of their power. They, however, felt somewhat discouraged at the fact that not only of the large outlay to which he had referred on new ships, but also at the constant growth in expenditure in providing the luxuries which nowadays required, however little they might pay.

THE COAL BILL.
On the debit side of the account he would only allude to the heaviest item—coal, which in the past year cost them \$219,907, or \$248,000 more than in the previous year and \$110,000 more than was shown in the statement two years ago. The increase of 15 per cent. in the cost of coal comparing the figures this year with those of two years ago was partly owing to price, which was very high this year; in a great measure to the increased speed at which their large mail steamers were navigated; and also largely to the extra voyages they had had to carry out during the last 12 months. They had made some con-

tinued at a little lower price than those of the past year, although they were hardly lower than those of the year before. Let them observe how ominous the coal strikes appeared to be; and, seeing that they had certainly not yet exploited the results of the eight hours' legislation of recent date, how was it possible for him or any responsible man in his position to say what the price of coal was likely to be in the next 12 months?

THE ACQUISITION OF THE BLUE ANCHOR LINE.

Alluding to the company's purchase of the Blue Anchor Line, he said he thought that it was an absolutely fair transaction on both sides. The accounts showed that the \$25,000 for good will had already been written off, leaving the capital of the concern at present at only \$280,000, that was to say, about £100,000 less than the value of a single mail steamer of the "M" class. It would be very hard if the Australian colonies continued to prosper, as seemed likely to be the case, if the company should not be able to obtain some profit on a moderate capital of that kind. They established at once a direct cargo line to Australia, and they opened up a totally new description of passenger-business, which it had been impossible for them to enter into with their mail steamers to Australia.

"UNPRECEDENTED LEGISLATION IN SINGAPORE."

He felt that they had reason to believe that the present buoyancy of trade would continue, but there was one rather important section of their trade which was threatened with confusion owing to some unprecedented legislation in Singapore. In common with about a dozen other companies, both British and foreign, which served the trade of China and the Straits Settlements, they entered into an agreement about 15 years ago—of course, in strict conformity with English law—to secure what trade unionists would call "a living wage," for 14 years ago, freights had arrived at a point which was disastrous to all concerned. The Straits shipping trade had since then been carried on with the utmost efficiency and regularity, in proof of which assertion he quoted the final words of a report made by the Singapore Chamber of Commerce to the Royal Commission which sat for two years to investigate the procedure of what were called "Shipping Rings." He was examined for some hours by the Royal Commission especially about Singapore business, and the only grievance which he could detect in the many questions put to him was that the companies which worked the tin mines in the Malay Peninsula were hostile to the conference because they could not have their tin carried gratuitously as ballast or at about 6s. a ton. All at once, the Singapore Government was struck with the idea that the shipowners' profits must be so large in Singapore that a tax of 20 per cent. on their freights, or any higher tax they might afterwards impose, would prove of benefit to the trade of the colony. The theory of the Bill was almost comical, for it seemed that the product of this taxation was to be employed in subsidizing opposition to the present shipowners, who must then be reduced to such a condition that they could only follow Japanese example and commit hari-kari. (Laughter.)

The legislation emanated ostensibly from a petition signed in no way by merchants and shippers, but by a very miscellaneous class of persons who were absolutely of no authority whatever in the matter in question. The worst that could be said about a shipping conference was that it bore some resemblance to a non-statutory trade union, but in the case of a shipping conference it was always of a temporary and fragile character. Could one imagine this sort of thing coming to pass, that a trade union—let the shipowners be called by that name—having settled a rate of wages, not disputed by its employers, for which the union gave important, valuable, and efficient service—a Government (say, the present Government of this country) would then step in and say—"These wages—that was, these freights—are too high. We must tax you heavily, and the higher you make your freights the higher the tax must be, and then we will hand over these taxes to some association of what trade unions call 'blacklegs' in order to induce them to come into the field and ruin your trade out of your own pockets." But if it should so happen that the "blacklegs" did not come into the field, or that they soon disappeared, then the Singapore Government would probably hug themselves with satisfaction that in imposing a heavy burden of taxation on shipping (although he doubted whether they would ever be able to recover the taxation from foreign ships) they might accumulate a revenue towards the requirements of the colony in other directions—say, for instance, the Tanjong Pagar harbour speculation, which, no doubt, was a cause of consideration. He was confident that, even in those somewhat revolutionary times, no British Government would venture to submit legislation of this character to the House of Commons; and, that being his opinion, he could not imagine that this despotic interference with the liberty of British and foreign ship-owners, carrying on their business in strict conformity with the laws of this country, should or would ever receive the sanction of the Crown. (Hear, hear.)

He afterwards alluded to the circumstances in connection with the company's refund of the money to the passengers by the *Himalaya* in consequence of the terrible outbreak of plague on the vessel, and incidentally remarked that when the ship left London, as far as their knowledge went, it was absolutely free from any disease whatever.

THE CAPITAL ACCOUNT.
Referring to the satisfactory position of the company's capital, he stated that during the past five years they had built 165,000 tons of shipping at a total cost of nearly \$4,500,000, which worked out at \$26 12s. 6d. per ton. He was, however, glad to say that the total book cost of their tonnage figured at about \$5 per ton, allowing, of course, for the cash reserves, which stood practically to the credit of that tonnage. He was perfectly certain that no shipping company stood, as regarded its capital account, in a more satisfactory position than that—a position which was reflected, of course, in the market value of their property. (Cheers.) He concluded by moving the adoption of the report.

Sir William Adamson seconded the motion, which was carried unanimously, after the Chairman had replied to a few questions; and the dividends and bonus recommended were afterwards approved.

The King has been pleased to give and grant unto the undermentioned gentlemen his Majesty's Royal Honour and authority to accept and wear Decorations (as stated against their respective names) which have been conferred upon them by his Majesty the Emperor of China, in recognition of valuable services rendered by them: Second Class, Third Division, Imperial Chinese Order of the Double Dragon, Reverend Arthur Somervell, Third Class, First Division, Imperial Chinese Order of the Double Dragon, Reverend Evan Morgan, and Benjamin Charles Broomhall, Esq., F.R.C.S., L.E.C.P.

"CHI SEE SLAVERY."

In the *Mission Field* for December—the monthly organ of the Society for the propagation of the Gospel—is published a letter from Bishop Montgomery, Secretary of the Society, describing a tour he has been making through various parts of China. The Bishop stayed at an inn in Shantung, where he discovered that two sons of the proprietor had been to the mines in South Africa. His Lordship says that these men spoke enthusiastically of the kind treatment they received whilst there, and that they bewailed the fact that they could not return for another turn in South Africa. Hundreds of Shantung men went out to the mines, and the Bishop found that there was the same testimony with regard to their good treatment from them all. "No lie was ever greater than the lie of Chinese slavery in South Africa," adds the Bishop.

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Hongkong.

THE NEW MINISTER IN LONDON.

INTERVIEW WITH LU YUK-LIN.

Lu Yuk-lin, the new Chinese Minister, in conversation with a *Reuter's* representative soon after his Excellency's arrival in London from Peking, emphasised the fact that as a diplomatist he was unable to discuss details of pending questions. Speaking fluent English, he recalled the fact that he was no stranger to England, as he formed one of the Chinese Mission at Queen Victoria's Jubilee. He was also attached to the Legation here during the Boxer troubles, and has served as Chinese Charge d'Affaires at Brussels. On leaving Peking for London he vacated the post of Deputy Vice-President of the Chinese Foreign Office. The Minister was among the first batch of Government students sent abroad for education, and during his twenty-five years' diploma in career he has been in close touch with British communities both as Consul-General at Singapore and also as Consul-General for South Africa. Since his departure from Peking he has been on the staff of the Peking Foreign Office. His Excellency, who is accompanied by his two daughters, who are going to an English school, and by a staff of secretaries and a number of Chinese students. The Minister will be received in audience by the King on Thursday at Buckingham Palace. Discussing the relations of his country with Great Britain, the Minister said: "I am very glad to be back in London and to note that the best friendship still exists between our two countries. My Government realises to the full the importance of such a friendship, and I am honoured by the fact that I have been chosen as the ambassador and medium for even closer relationship between us. Coming as I do from the Foreign Office, I am perfectly cognisant of the policy and ambitions of my Government in the matter of closer relations with Great Britain. We in China are undergoing great changes, and British institutions and ideas are being closely watched and studied by us. It is for this reason that so many Commissioners have been despatched to England. Probably among the first tangible results of our studies will be changes in connection with our Navy, for we intend to follow—in a small way and as far as circumstances permit—the line adopted by what we regard as the greatest naval Power."

CHINESE CONSTITUTIONALISM.

Turning to the question of a Chinese Constitution, Lu Yuk-lin remarks that "The Imperial Government fully realised that a constitution must come, but it takes a period of not less than three years is necessary in order to make the requisite preparations. Meanwhile the Senate is sitting and is carrying on the functions appertaining to a Parliament. There can be no doubt that the establishment of a Constitution will enhance the general prosperity of the country and consolidate the relations between the Central Government and the people."

OPIUM TRAFFIC.

Regarding the opium question, the Minister said that he had been so long on the sea that he did not know what recent developments had taken place. He knew that the British Government had proposed that the annual reduction of the importation of opium into China should still continue, but he was unable to state what was the view of his Government at the present moment. "But," he added, "generally speaking, I can only say that the Chinese Government is heart and soul in favour of the suppression of the opium traffic. Already marvellous progress in this direction has been made in sixteen Provinces, although in one or two of the remotest districts this progress has not been fully maintained. We shall gladly welcome any assistance that England can offer in absolutely suppressing this traffic."

Asked with regard to the policy of China towards Tibet, the Minister said that China had no intention of doing more than maintain order in the country at the present time. There was no idea of doing anything which might give rise to apprehensions in India; the one desire was to maintain the status quo. As to international participation in Chinese loans, the Minister said that the recent agreement had been concluded since his departure from Peking. All he could say was that China naturally wanted to be free to borrow money where it could be obtained on the best terms.

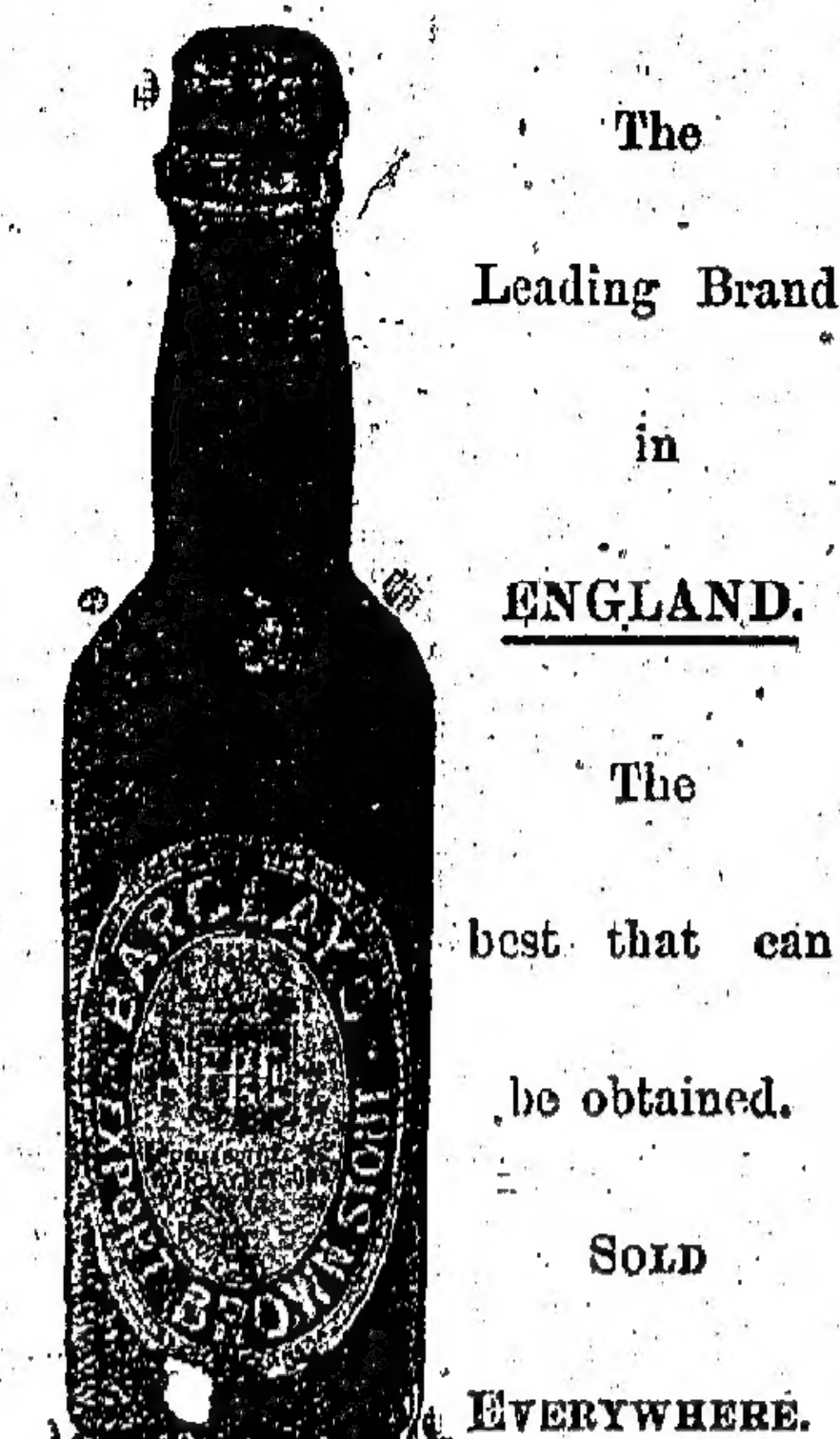
THE HEALTH OF THE BRITISH NAVY.

The annual report of the health of the Navy was published last month, as a Blue Book, and shows that last year there was continuous improvement in the general health of the Fleet as compared with the preceding five years. Not only are the cases, invaliding, and death ratios for the year under review lower than the average ratios for the last five years, but the average loss of service for each person has again dropped from 1.8 to 0.76 days. The final invaliding ratio also shows a small decrease in comparison with the previous five years' average. The total force in the year 1909 was 12,700 and the total number of cases of disease and injury entered on the sick list was 72,540 which gives a ratio of 64.55 per 1,000, a decrease of 75.34 as compared with the average ratio for the preceding five years. The number of entries per man for disease and injury was: Home Station, 76; Home Fleet, 56; Atlantic Fleet, 62; Mediterranean, 61; North America and West Indies, with Fourth Cruiser Squadron, 71; China, 71; East Indies, 95; Australia, 61; Cape of Good Hope, 56; and the 17 regular lists, 85. For the total Force the average was 64, a decrease of 0.5 as compared with 1908. The average number of men sick daily was 3,015.25, giving a ratio of 26.75 per 1,000, a decrease of 2.84 in comparison with the previous five years. The total number of days' sickness on board and in hospital was 1,100,568, which represents an average loss of service of 9.76 days for each person—a decrease of 1.04 in comparison with the average for the preceding five years. This total number invalided was 2,007, which gives a ratio per 1,000 of 17.8, a decrease of 4.3 per 1,000 in comparison with the average ratio for the preceding five years. The total number of persons finally invalided was 1,764, of whom 66 were finally invalided after operative treatment. The ratio per 1,000 of final invalidings was 15.65, a decrease of .86 per thousand as compared with the average for the previous five years. Of the 2,007 invalids, 1,551, giving a ratio of 16.42 per 1,000, were for disease, and 156, a ratio of 1.38 per 1,000, were for injury. The total number of deaths was 352, giving a ratio of 3.21 per 1,000, a decrease of .54 in comparison with the average ratio for the last five years. Of this number, 258, or 2.28 per 1,000, were due to disease, and 104, giving a ratio of .92 per 1,000, to injury.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the following stores: KOWLOON BOOK STALL, Ferry Wharf, Messrs. H. BUTTONE & SONS, Kowloon, Store No. 36, Haiphong Road. Messrs. HUNG CHEONG, Haiphong Road. Mr. AH YAU, Hongkong Ferry Wharf Stail

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Documents translated from or into Classical or Colloquial Chinese.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. S. N. Co.'s str. *Della* left Singapore for this port on the 31st ult., at 9.30 a.m., with the outward English Mails, and is due here to-morrow at about 3 p.m.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s str. *Manchuria* sailed from Yokohama on the 1st inst. and is due to arrive at Hongkong on the 9th inst.

The P. M. S. S. Co.'s str. *date* sailed from San Francisco on the 27th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 24th inst.

THE INDIAN MAIL.
The Indo-China str. *Footscray* from Calcutta and the Straits left Singapore for this port on the 27th ult.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prins Waldemar* left Sydney on the 17th ult., at 11 a.m., and may be expected here on or about the 8th inst.

The E. & A. str. *Empire* left Sydney on the 21st ult. for this port, via Queensland Port, Port Darwin and Manila.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Montague* arrived at Shanghai at 6.30 p.m. on the 2nd inst., and left again at 5 p.m. on Tuesday for Hongkong, where she is due to arrive at 6 p.m. on the 6th inst.

The C.P.R. Co.'s str. *Empress of India* left Vancouver, B.C., on the 28th ultimo p.m., for Hongkong via usual ports of call.

MERCHANT STEAMERS.
The str. *Caniguanire* left Singapore for Hongkong on the 27th ultimo, and may be expected here to-day.

The N.Y.K. str. *Miyazaki Maru* (European Line) left Singapore for this port on the 30th ultimo, and is expected here to-day.

The Norwegian str. *Standard* left Moji for this port, and is due to arrive here to-day.

The British str. *Anapa* left Moji for this port, and is due to arrive here to-day.

The str. *Capri* left Singapore for this port on the 3rd ultimo afternoon, and may be expected here to-morrow.

The T.K.K. str. *Kiya Maru* left Callao for this port via Moji, ports, Honolulu, and Japan ports, on the 30th Nov.

The P. & A. S. S. Co.'s chartered str. *Strath-Ailan* sails from Portland on the 15th ultimo, via Japan ports for Hongkong.

The str. *Glentworth* left London on 25th Nov., and is due here on or about 15th inst.

The O. S. K. str. *Chicago Maru* from Tacoma has arrived at Yokohama on the 1st inst., and is expected to arrive here on or about the 18th inst.

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Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

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Hongkong, 3rd October, 1910.

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SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
WORK IN THE COLONY.
AGENTS FOR HONGKONG & SOUTH CHINA:
W. R. LOXLEY & CO.,
YORK BUILDINGS.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR
Kobe & Yokohama ... "PRINZ WALDEMAR," 6,100 { About 10th January.
Capt. T. ISEBE
NAPLES, GENOA, ALGIERS, "GOEBEN," 17,300 { Wed'ay, 11th
GIBRALTAR, SOUTHAMPTON, Capt. G. BOLZE, Jan. at Noon
ANTWERP & BREMEN
SEANGHAI, TSINGTAU, Kobe "DERFFLINGER" 17,000 { About 11th January.
YOKOHAMA Capt. G. MEINERS
MANILA, YAP, ANGAU, NEW "PRINZ WALDEMAR," { Saturday, 28th
GUINIA, BRISBANE, SYDNEY Capt. F. ISEBE, Jan. at 8 Light
& MELBOURNE 6,100
KUDAT & SANDAKAN "BORNEO" 5,050 { Middle of Jan.
Capt. F. SEMBIL
All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telexfon.
For Further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA
Hongkong, 4th January, 1911.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.
"PRINCESS ALICE" - 20,300 - ON MARCH 22ND.
Capt. P. GROSCH.
"LUETZOW" - 17,300 - ON APRIL 5TH.
Capt. B. WILHELM.
"KLEIST" - 17,000 - ON APRIL 19TH.
Capt. O. PARNKE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telexfon.
Early booking recommended.
For Particulars, apply to

Hongkong, 10th November, 1910.

MELCHERS & Co.,
GENERAL AGENTS.

U. S. MAIL LINES.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SATURDAY	SAILING DATES
SIBERIA	18,000	7th Jan., at 1 P.M.	
MANCHURIA	27,000	21st Jan., at 1 P.M.	
CHIYO MARU	21,000	28th Jan., at 1 P.M.	
MONGOLIA	27,000	15th April, at 1 P.M.	
TENYO MARU	21,000	23rd April, at 1 P.M.	
KOREA	18,000	12th Feb., at 1 P.M.	
NIPPON MARU	11,000	25th Feb., at 1 P.M.	

All Steamers are Equipped with Wireless Telegraphy.
The P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONO LULU, on SATURDAY, 7th January, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioners of the United States Army, Navy, U.S. F.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....SATURDAY, 14th Jan., at 1 P.M.
ASIA.....9,500 Tons.....SATURDAY, 4th Feb., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on SATURDAY, 14th January, at 1 P.M.
On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS, SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
HONGKONG TO SAN FRANCISCO via New York " " " £45.
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MANILA, MOJI, KOBE & YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS CAPTAIN TO SAIL
Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
FRED J. HALTON, AGENT.
King's Building (Opposite Blake Pier).

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELHI	8000	February 4	MANTUA11000	March 4	March 10
ARCADIA	7000	February 18	MALWA11000	March 18	March 24
ASSAYE	7500	March 4	MACEDONIA 10500	April 1	April 7
MARMORA. 10500		March 18	{Through Steamer calling at BOMBAY}	April 15	April 21
DEVANHA ...	8000	April 1	MOLDAVIA.....10000	April 29	May 5
DELHI	8000	April 15	MONGOLIA.....10000	May 13	May 19
ASSAYE	7500	April 29	MOREA11000	May 27	June 2
DELTA	8000	May 13	MOOLTAN10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £43.8 " £72.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE DATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
Steamer	about	about
SUNDA	January	25
NUBIA	February	8
SYRIA	March	28
NORE	March	22
PALAWAN	April	5
BORNEO	April	19
SICILIA	May	3
SUMATRA	May	17
NILE	June	14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSHALLS
FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd " £39.10 " £57.4
Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

10021

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, and PORT SAID	CRYLON Capt. A. E. A. Baker	About 5th Jan.	Freight only
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI Capt. A. G. Cubitt, R.N.R.	About 6th Jan.	Freight and Passage.

SHANGHAI	DELTA Capt. B. W. H. Snow	About 6th Jan.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA Capt. H. Powell	Noon, 7th Jan.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, CANDA and YOKOHAMA	Capt. W. H. Hickey	About 13th Jan.	Freight only.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd January, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 4th Jan., Noon.
MANILA	"TAMING"	On 4th Jan., 4 P.M.
AMOI & CHINKIANG	"KIUKIANG"	On 4th Jan., 4 P.M.
SHANGHAI	"CHENAN"	On 5th Jan., 4 P.M.
IOLOLO & CEBU	"SUNGKIANG"	On 5th Jan., 4 P.M.
SHANGHAI	"LINAN"	On 6th Jan., 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 13th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have
superior Passenger accommodation with Electric Light throughout and Electric Fans in
the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"
"CHINUA" and "LINAN") with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36
For Freight or Passage apply to— BUTTERFIELD & SWIRE,
Hongkong, 4th January, 1911. AGENTS. [10]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILING.
COPENHAGEN	"NIPPON"	Beginning of February
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of February.

For Freight and Further Particulars, apply to
OLOF WIJK & CO., CHINA AGENTS, AKTIEBOLAG.
Hongkong, 3rd January, 1911. [46]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGSHING"	Thursday, 5th Jan., D'light.
SHANGHAI	"WINGSANG"	Friday, 6th Dec., D'light.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 6th Jan., Noon.
MANILA	"YUENSANG"	Saturday, 7th Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 10th Jan., Noon.
MANILA	"LOONGSANG"	Saturday, 14th Jan., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSHANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted through-
out with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 4th January, 1911. GENERAL MANAGERS [15]

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTO PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to MELCHERS & CO.,
Hongkong, 5th November 1910. AGENTS. [16]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 6th Jan., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 10th Jan., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 13th Jan., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDDAY, 4th Jan., at 11 A.M.
		SUNDAY, 8th Jan., at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to— DOUGLAS, LAPRAIK & Co.,
Hongkong, 4th January, 1911. GENERAL MANAGERS. [9]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,

HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1911.

S.S. KIYO MARU	17,200 tons gross	Sail Feb. 18th, at Noon.
S.S. BUTO MARU	10,500 "	April 19th, at Noon.
S.S. HONGKONG MARU	11,000 "	June 17th, at Noon.
S.S. KIYO MARU	11,200 "	Aug. 15th, at Noon.
S.S. BUTO MARU	10,500 "	Oct. 14th, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 13th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 4th January, 1911. 4031

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"		TUESDAY, 10th Jan., at Noon
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 25th Jan., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOI	"SOSHU MARU"	WED'DAY, 4th Jan., at 8 A.M.
SHANGHAI via SWATOW, AMOI & FOOCHOW	"CHOSHUN MARU"	THURSDAY, 5th Jan., at 8 A.M.
TAMSUI via SWATOW, & AMOI	"DAIJIN MARU"	SUNDAY, 8th Jan., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

703

PHILIPPINES S.S. CO.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 11th Jan., 4 P.M.
ZAPIRO	4000	E. Rice	Manila, Cebu & Iloilo	On 18th Jan., 4 P.M.

For Freight or Passage apply to SHEWAN, TOMES & Co.
General Managers, PHILIPPINES S.S. Co. [13]

Hongkong, 30th December, 1910

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK;

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:	
S.S. BRASILIA	4th Jan.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BRISGAVIA	18th Jan.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SCANDIA	19th Jan.
FOR HAVRE, ROTTERDAM & HAMBURG:	
S.S. SLAVONIA	2nd Feb.
FOR MARSEILLES, HAMBURG & ANTWERP:	
S.S. SAXONIA	10th Feb.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SEGOVIA	15th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 29th December 1910. [12]

O. B. ICE

Made from distilled water only. Quadruplicate
filtration. Absolute purity assured. Plant open
to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD. [42]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJILIWONG	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIMAHI	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJILATJAP	JAVA	Second half of Jan.	JAPAN	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 22nd December, 1910.

Telephone No. 375.

[17]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SING- APORE, PENANG, COLOMBO, SUEZ and PORTSAID	ATSUTA MARU Capt. Wm. Thompson, 9,000 HITACHI MARU Capt. N. Mathieson, 7,000 MIYASAKI MARU Capt. T. Mural, 9,000 KAMAKURA MARU Capt. J. Nagao, 7,000		WED'DAY, 18th Jan., at Daylight WED'DAY, 1st Feb., at Daylight WED'DAY, 15th Feb., at Daylight SATURDAY, 28th Jan., from Kobe
VICTORIA, B.C. & SEATTLE	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 31st Jan., at Noon.
VICTORIA, B.C. and SEATTLE via SHANG- HAI, MOJI, KOBE YOKKAICHI, and YOKO- HAMA	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 28th Feb., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000 KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 20th Jan., at Noon. FRIDAY, 17th Feb., at Noon.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Mural, 9,000		THURSDAY, 5th Jan., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000		WED'DAY, 18th Jan., at Noon
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. E. Combes, 5,000		TUESDAY, 17th January.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne, 6,000		THURSDAY, 19th January.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S. Y. 550.00
IYO	7000	15th "	2nd Class S. 360.00
HIRANO	9000	28th "	3rd Class S. 240.00
TANGO	9000	12th April	"old str. 1st Class S. 500.00
KANO	9000	25th "	2nd Class S. 330.00
AXI	7000	10th May	3rd Class S. 240.00
MISHIMA	9000	24th "	H. 495.00

Steamers. VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

To Pacific Coast Common Points:

1st Class S. £30

2nd Class S. £21

To London via New York: 1st Class S. £60

via St. Lawrence: 1st Class S. £59

For further information as to Freight, Passage, Sailings, etc., apply at

14-40, T. KUSUMOTO, MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.

Japan Office:— 32, WATER STREET, YOKOHAMA.

6621

HONGKONG—BOSTON & NEW YORK

AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON & NEW YORK VIA PORTS

AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRASAMBA" On or about

23rd Jan., 1911.

For freight and further information

apply to— SHEWAN, TOMES & Co.,

General Agents, Hongkong, 31st December 1910. [125]

ON SALE

A TABLE

RATES OF EXCHANGE AT

HONGKONG

For Demand Drafts on London on the day

or preceding the departure of the English

Mails; also Table of the Yearly

Approximate Average Exchange Rates

From 1874 to 1910

Price \$2 Cash. On the "DAILY

Press" Office, or Local

Hongkong, 30th December, 1910. [3]

